

MEMOS. FOR TO-MORROW.

Shipping.

Daylight. — *Amatitia* leaves for S'tew, & Co.
at 10.30.

RELIGIOUS SERVICES:—

UNITED CHURCH.—Divine Worship, 11 A.M.—Rev. E. J. Fife. Services in Chinese 2.30 P.M.—Rev. E. J. Fife. Chalmers.

SEAMEN'S SERVICES.—The Services for Seamen which have been hitherto held in the Mission Church, Queen's Road, will be held in the future in Union Church. On every Monday and Friday evenings at 7.30. All Seamen are invited.

GERMAN BETHESDA CHAPEL.—Services in the German language, by Rev. F. Hartmann every Sunday, at half-past ten A.M., in the Chapel of the Berlin Foundling House West Point.

ST. JOSEPH'S CHURCH, Garden Road.—9 A.M. Mass and Sermon. 5.30 P.M. Evening Service, Benediction.

MEMOS. FOR MONDAY.
Shipping.
 Noon.—*Glenarles* leaves for Shanghai.
 Noon.—*Lord of the Isles* leaves for Yokohama and Hioogo.
 Goods per Steamer *Yangts* unclaimed after Noon subject to rent and larding charges at 1 cent per package per diem.
 3 p.m.—*Cyclops* leaves for Shanghai, &c.
 5 p.m.—*Diamante* leaves for Amoy.
 5 p.m.—*Emeralde* leaves for Manila.
 Goods per *Afghan* undelivered after this date subject to rent.

THE
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continuous European Supervision.
"Hongkong, June 1, 1876. 736

W 8.00 p.m.

The China Mail.

HONGKONG, SATURDAY, APRIL 25, 1885.

THE CELEBRATED SWATOW CASE.

MANY of our readers doubtless well remember an eventful day in November

understand an eventual day in November of 1882, when the somewhat startling news arrived from one of the treaty ports that, at the direct request of the German Vice-Consul, a body of machines had been landed from the corvette *Diabath*, and had proceeded to formally occupy a piece of land about the ownership of which disputes were raised by the Chinese authorities. The prompt action then taken drew the attention of residents in the Far East to the dis-

the case was suddenly dropped, mainly, we believe, owing to the hostile attitude taken by the German press, especially in a commercial centre, to the energetic consular action. Matters, however, were not allowed to remain silent, and we have just received trustworthy intelligence that all difficulties have been surmounted and an amicable settlement

likely to be arranged between the governments of Germany and China. We are heartily glad that a favourable arrangement has been almost reached, but cannot but entertain a feeling of surprise that the vigorous action taken at Swatow and subsequently in Amoy, where the dispute raged around iron pens, was not persisted in, for if it had been, the whole trouble would probably have been settled in a few weeks instead of taking over two years. It will be of

some interest if we give a brief account of the history of the trouble. The plot of land which was the cause of so much contention was originally owned by the syndicate of Messrs. Dircks & Co., of Swatow. He had obtained it by retaining and filling in part of the river and flats on the river, and paying the specified tax to the local mandarins. According to Chinese usage this is perfectly legitimate, and, in-

eed, most of the land on which the foreign bonds now stand has been acquired in this way. The plot in question was properly registered in the native office, and the owner was furnished with a duly-stamped title deed, dated 1863. For some twenty years the plot remained idle, but in 1882 the Customs authorities found it convenient for the carrying out of certain schemes to dis-

legal claim to this particular plot, which happened to be next to the Imperial Maritime Customs. The native authorities laid claim to the whole of thereshore lying between the Foreign Customs and the Mud Port to the east of it, down to the deep water line. It is currently reported at the time that this piece of land was to be reclaimed and then divided into four lots, which were to be held by the Foreign Customs, the China Merchants' Marine

Bradley & Co. and Messrs Jardine, Matheson & Co. respectively. As soon as the compradore of Messrs. Dircks Co. learned that his piece of land was in danger of being quietly appropriated by the native authorities, against whom he was powerless, he sold his land to the firm, who took the necessary steps to make good their claim, and applied for assistance and protection to the German consulate at Canton. The title deed was

ately examined by lawyers and sur-
vivors, native and foreign, as well as by
consular authorities, and it was found
to be in perfect order. The deed of
transfer was accordingly drawn up,
and was, in due course, sent by

The German Consul to the District Magistrate to receive the official stamp. In the meantime, however, the Germans commenced work, and were proceeding to dig out a basin for small boats, and, although Messrs Dircks & Co. protested, the work was persistently carried on. The District Magistrate of Swatow at that time was a typical official of the rife, fire-eating, bombastic, anti-foreign, obstructive class, and as the only official Consul in Swatow was the British Consul, who was not specially distinguished for his firmness and energy; the Swatow officials did as they listed; while the District Magistrate maintained a passive obstinacy, absolutely refusing to move in the matter, to reply, or to give any reason for his inaction and inertness. It is especially worthy of remembrance that the genuine character and authenticity of the deed were immediately disgraced, and have at no time been dignitized, even by Chinese officials; but afterwards, when they raised the objection that although the deed was genuine, it did not refer to the piece of land claimed by Messrs Dircks & Co. Here then was a basis for settlement, for it is manifest that either the deed did refer to the piece of land in dispute and agreed with the land marks, or it did not. Survey was the one thing to clear up this point. If, by a competent survey, the land marks specified in the deed were found to agree with the actual boundaries of the plot, the case was disposed of; and if, on the other hand, the actual boundaries did not tally with the specifications of the title deed, it was clearly the duty of the Chinese land office, where the deed was registered, to state to which piece of land the deed did refer. The Germans contended that the description of boundaries, the situation, the size of the plot, etc., agreed in every detail with those specified in the deed. It was also urged by them that, even granting from the very nature of the case, that foresters' plots could possess no very prominent boundaries, and hence, that the terms of all descriptions would be somewhat vague, from actual survey they had satisfied themselves that it was quite impossible for the deed to apply to any other piece of ground whatsoever than the plot in dispute. The officials were thus put in a queer strait. The Customs, when they perfected the details of their plan and obtained its approval at Peking, evidently did not know that the parcel of land already belonged to any one; and as the Chinese registers of land, especially mudlarks, are not kept in very good order, the mistake was pardonable, though not so as for twenty years the land had remained unused, owing to the fact that the Chinese were not allowed to encroach on the walled preclamation, and by this means add 1000 feet in length to his site. If then, when the Germans' claim of Messrs Dircks & Co. fell like a thunder bolt from a clear sky upon the scheme, the authorities had accepted the facts and bought the land at a fair price, all would have been well. Instead of doing this, they unfortunately for themselves, trusted to the unwise and dangerous course of billying, blustering and bluffing their opponents, in the vain hope of forcing through their scheme. In this attempt they would possibly have been successful, but for the energetic promptitude of action displayed by the German Consular Officials throughout the negotiations. There is no need to dwell upon the interminable and fruitless discussions held and yards of despatches which must have been written. One reason will doubtless be imagined that the officials were so inefficient, that all attempts to come to an amicable understanding were met with insolent rebuffs and obstinate refusal from the native officials. Two or three months were spent in vain endeavors to persuade the Chinese officials to take a reasonable view of the situation; they would neither formulate their objection to the deed, which they admitted was a duly-attested legal document, nor would they verify the deed by an actual inspection of the parcel of ground. At last the Magistrate did condescend to hold an audience on the ground with the German Officials, for the ostensible purpose of verifying the description of the land; but he only behaved with insolence, rudeness and perversity, and before, like a spoiled child, who will not recognize that circumstances are against him and endeavors to score points by vexing his antagonist, but by courtesy and firmness was this poor satisfaction denied him, and it was understood clearly by both sides that whilst negotiations were proceeding the Customs would abstain from all interference with the ground. This understanding, previously arranged in Peking was, however, distinctly violated by the Customs officials putting down wooden boundary marks, bearing an inscription stating that the land belonged to the Customs. This high-handed proceeding led to sharp action on the part of the German Consular officials, who sent an ultimatum stating that unless the objectionable boundary marks and notices were removed before eight o'clock the next morning, the ground could be forcibly taken possession of and protected until the case was settled. No attention was paid to the warning, and on the morning of the 22nd of January, 1890, a body of Chinese marines were landed in company with several naval officers and the two German Consuls of Germany, they proceeded to the ground, removed the wooden marks, and, after setting up proper boundary stones, bought the German flag and left the ground in the custody of the marines.

After this, negotiations were resumed from Swatow to higher tribunals. This led to complications, intrigues and delay. In the meantime, the Chinese began their usual practices of terrorising, and so effectually was it carried out that business could not be transacted by the Chinese compradors. Outstanding monies could not be collected. Subsequently to this the compradors of Messrs Dircks & Co. fled from Swatow. The incoming Chinese officials had succeeded in carrying out his practical boycotting,

and finally they issued a warrant for his arrest. The poor wretch, maddened by fear that the Chinese authorities once got hold of him his life would be forfeited for making his just claim, or that at least he would mysteriously disappear from sight as did the comrade of a foreigner in Shanghai some ten years ago, fled for his life. The sudden flight led to serious financial difficulties for the foreign firm, which were due in a large measure to the unfortunate land case. Since that time we have heard occasionally that no settlement had been arrived at, and began to fear that the whole thing would collapse, and thus leave the victory to the splendid passive doggedness of the Chinese. Fortunately this is not to be, for, although the land will not be given up to the claimants, the Chinese are to pay the sum of £24,000 for the surrender of the claim. We hear from native sources that one-fourth of this sum is a mulct on the Chinese officials who were the prime cause of the mischief, and if this is so we rejoice, as such a fine may prove a valuable deterrent to similar action on their part in the future. The payment of such a substantial sum for a piece of land, the value of which is probably \$4000 at the outside, is a virtual admission by the native officials that the claim of the firm was just and incontestable, while the action of the Germans was fully justified. We congratulate our German friends on the final settlement of the case, and are specially pleased that the ignorant and obstructive officialdom of China should be ruled; but we should have liked to see, in the interests of all European residents, a different treatment meted out to all the officials concerned. There was no necessity for Germany to discountenance the vigorous action of her consular officials, for, as a general rule, all consular officers are far too lax and pro-Chinese in their tendencies. On the other hand, it is greatly to be regretted that the obstructive policy of the Chinese officials was not punished by compelling the formal acknowledgment of the propriety of the claim, the handing of the land over to the claimants and the degradation of the most obstructive officials concerned. It is probable that this would have been done had it not been for the Franco-Chinese trouble. Prince Bismarck cannot wish to strengthen the hands of France by any course of action, and thus, so far as China is concerned in this question, political reasons have at this juncture an undue influence on all such questions.

TELEGRAMS.

Extreme Gravity of the Situation.

RUSSIA AND ENGLAND.

LONDON, 24th April.

Mr Gladstone, in reply to a question in the House of Commons, said that the Government is engaged in correspondence of extreme gravity with the Russian Government, but that at present it is inexpedient to make a statement on the subject.

The French Trouble in Egypt.

LONDON, 25th April.

After a short interview with the Khedive, the French Consul-General handed down his flag at Cairo.

ORDER OF MUSICAL SERVICE AT ST. JOHN'S CATHEDRAL.—SUNDAY AFTER EASTER. Matins.—Venite, Reginale; Psalms; Hallel, Armes, Green & Halmore; To Deum & Jubilate, Tuti; Anthem, 'O Servant of the World' (Goss); Hymn, 189.

Evangelist.—Psalms, Barnby to v. 100, Dupuis to v. 178; Magnificat & Nunc Dimittis, Monk in A; Anthem, 'O Love the Lord' (Sullivan); Hymns, 230 and 268.

SERVICES OF THE CHURCH OF ENGLAND FOR TO-MORROW.—SUNDAY AFTER EASTER. Cathedral.—

8 a.m.—Parade Service, Morning Prayer and Sermon. The Military Chaplain.

11 a.m.—Morning Prayer, Litany and Sermon. The Colonial Chaplain.

3.30 p.m.—Children's Service. The Colonial Chaplain.

5.45 p.m.—Evening Prayer and Sermon. The Colonial Chaplain.

St. Peter's Church.—

5 p.m.—Evening Prayer and Sermon. Rev. J. B. Ost.

Garrison Theatre.—

7.30 p.m.—Soldiers' voluntary service. The Military Chaplain.

St. Stephen's Church (all Services in Chinese).—

11 a.m.—Morning Prayer, Litany and Sermon. Revs. J. B. Ost and Fong Yat Sau.

7 p.m.—Evening Prayer and Sermon. Revs. J. B. Ost and Fong Yat Sau.

LOCAL AND GENERAL.

The next ANCHOR MAIL, per the P. M. S. S. Co.'s steamer City of Peking, left Yokohama on Saturday, the 25th inst., at daylight, and may be expected here on or about Friday, the 1st May.

The D. D. R. steamer *Herperia* left Singapore for this port on the afternoon of the 21st inst., and may be expected here on or about the 26th inst.

The E. & A. S. Co.'s steamer *Guthrie* left Port Darwin for this port on the 16th inst., and may be expected to arrive on or about the 26th inst.

The Shire Line steamer *Denbighshire* left Singapore for this port on the morning of the 26th inst.

Latest quotations in London for Consols are 95½.

The Singapore Free Press hears that H.B.M.'s ship *Wild Swan* is expected to arrive shortly in Singapore from Europe.

Messrs. Adamson, Bell & Co. inform us that the Shire Line S.S. *Denbighshire*, from Hamburg, Antwerp and London, left Singapore for this port this morning.

The Harbour Master's Report for 1884, which we have been compelled to hold over for several days, will be found on the fourth page of to-night's issue.

At the return rifle match which took place this afternoon between eight 'cracks' and also 'duffers' of the Police Force, the 'cracks' won by 14 points.

We hear that a 9-inch gun is to be fitted up in an earth-work commanding the narrowest part of the Ly-be-moon Pass, for the protection of the submarine mine field, to be laid there so soon as occasion shall require it.

We learn from our Straits contemporaries that a strong English operative company, consisting of twelve members, six of whom are ladies, was expected to arrive in Singapore from Calcutta by one of the next opium steamers. The company propose to play *La Masetto*, *Bohemian Girl*, *Maritana*, *Giochi Ginepro*, and the *Grand Duchess*.

As Mr Gladstone described the negotiations between England and Russia as being at the point of 'extreme gravity,' there can be no great distance now between this and a final declaration one way or another. It is hoped that Russia may think better of it, but nothing but an ultimatum, we fear, will disabuse the Russian mind that all compromise is at an end.

The following notice, signed by Mr H. M. Baily, Secretary to the Hongkong General Chamber of Commerce, was issued this forenoon:—

'The British Consul at Tamsui reports that the blockade of Tamsui was raised on 16th instant by order of the French Government. Vessels coming to Tamsui, owing to the obstruction laid by the Chinese in the entrance to the harbour, have to anchor for the present outside the bar.'

We commend this sign of activity on the part of the Chamber, but are curious to know why the information was not forthcoming officially days ago.

The *Economist* of the 14th March contains the following paragraph, which probably throws some light upon the touchiness of the French Government displayed over the *Bosphore Egyptian* incident. 'That presumably French organ published at Port Said has achieved a reputation not usually accorded to ordinary journals, of causing an ultimatum to be issued by one nation against another. The *Economist* says:—

'A conflict has arisen between the Suez Canal Company and the Egyptian Government. The Canal Company had purchased abroad some tugs and lighters for service in the Canal, and the Egyptian Government claimed to levy an import duty on them. The matter is taken up warmly by some of the Paris journals as a question of principle, on the ground that the Egyptian Government has no jurisdiction over the waters of the Canal, which must be considered as a strait between two seas, on which navigation is free, as on the seas it connects. Therefore, until the goods are landed on the shores of the sea, or banks of the Canal, they are not liable to duty. If, they say, the Egyptian Government could exercise a jurisdiction over the waterway it could close the passage, and the Canal would be at the mercy of any Power controlling the Egyptian Government. England is, of course, the Power alluded to.'

The *Bosphore* may have gone a little too far on the pro-French side in this business.

RED-TAPISM appears to be particularly prevalent among the military authorities on this station, in spite of its distance from the head depot at Whitehall. A rather amusing instance of its presence has recently occurred. It appears that the Royal Engineer Department has been busy for some weeks past constructing the new battery at Belcher's Point. A breast-work has already been constructed on the face of the lower tier of the battery which is to be, and work has been commenced in preparation for the upper tier. In the carrying out of the work the passage leading to the roadway or path by which the guns at present in the battery were conveyed there has been blocked up, and now the Engineers want the two howitzers which have been there some time taken out of their way. They are useless where they are, as the breast-work on the face of the battery has been constructed for bigger and heavier guns and there are no embrasures from which the howitzers could be used, and besides this they are in the way of the workmen. But now that the Royal Artillery are asked to take them away it is found that there is no passage left by which to take them out. It will be rather interesting to watch how the difficulty will be overcome.

Tax preliminary arrangements for the employment of armed merchant cruisers for the protection of British commerce in these seas in the event of war with Russia are being pushed forward with satisfactory diligence. It is now definitely known that the steamer *Pembroke Castle*, as soon as she comes out of Aberdeen Dock, will be fitted, armed and manned for her rôle of cruiser, and we understand that her armament is to be the heaviest of the new auxiliary squadron. In addition to the four 64-pounders and one 40-pounder to be supplied to each of the cruisers, it is supposed, we hear, to transfer the whole of the armament of H. M. gunboat *Medge* to the new cruiser. This consists of one 7-inch, 65-ton gun, one 84-pounder muzzle loader, and one 40-pounder and two 20-pounder broadsides, in addition to two machine guns. The crew, or a portion of the crew of the *Medge* are also to be turned over to the *Pembroke Castle*. We understand that orders have already been issued for the dismantling of the *Medge*. Arrangements have also been concluded for the charter by Government of the *Onyokio*, the most powerful steamer of the Glen line, and this

vessel will be handed over to the naval authorities for equipment upon her arrival from Shanghai, which is expected about the middle of next week. Negotiations are also in progress for the charter of the Shire line steamer *Merionethshire*, now in the harbour, by the Government, to be used probably as a store and coaling vessel for the service of the British squadron up north.

The Manila *Comerio* of the 19th instant announces that it is the intention of the Spanish Government to take possession of the Caroline Islands, a group lying in latitude 5° North, and longitude 145° East, and for this purpose, a distinguished naval officer is to be appointed Governor. The news of this intention of the Spanish Government was well received in Manila. The taking of this step is in part due to a long series of letters which have appeared in the *Comerio*, from time to time since October last, written by a correspondent who is well acquainted with these little-known islands. His rose-coloured descriptions of the produce of the islands and the commercial advantages which would accrue from their possession have no doubt excited the ambition of the Spanish Government. Our Manila contemporary further remarks that 'now, more than ever, we must pay attention to what is ours by right of discovery, and what we have hitherto overlooked.' In one of the recent letters of the correspondent referred to, he says the islands of Senavine, lying between 3° 43' N. latitude and 161° 11' E. longitude of San Fernando, and of which Ascension (or Ponape, or Pohnpey) is the principal, constitute the most interesting part of the group. Ascension Island is about 50 miles in circumference. The soil of the islands is very rich and productive, and timber is in great abundance. Ascension is inhabited by five distinct tribes, who live separately and are governed by different chiefs. After the small-pox epidemic of 1852, the inhabitants numbered some 5,000 or 6,000. These are of robust constitution, and many of them speak English, which they have learned from the many traders who visit the island. They are also more civilized than the natives of the other islands of the Caroline Group, although, the correspondent regretfully adds, the vice of drunkenness and other evil practices, unknown on the other islands, have been introduced.

Tax telegram conveying the intelligence that France has hauled down her flag at Cairo, and thus brought about a rupture of her relations with Egypt, is a little puzzling. It certainly adds materially to the complication of the Egyptian Difficulty, although its effect may be to place that question upon a clear and even a satisfactory basis. We do not believe that England and France will of necessity be embroiled in this dispute, and possibly the steadfast refusal of the British Government formally to undertake a protectorate of Egypt will now be an advantage. If the dispute has arisen in connection with the neutrality of the Canal, as seems likely, the suppression of the *Bosphore Egyptian* being, in that case, merely an incidental act—it is hardly conceivable that the English advisers of the Khedive would have allowed the Egyptian Government to refuse reparation to France had any reasonable arrangement been possible. But it may be that France is now prepared to assert her right to interfere in the affairs of Egypt apart from the neutrality of the Canal. In that case, however acceptable a dual control might at one time have been to the British nation, it is very doubtful whether it now would be received with pleasure or satisfaction. The result of this action on the part of France will probably be to bring about what Prince Bismarck has so industriously aimed at—viz., a clearer and more distinct British policy in Egypt. The Egyptian Convention, which was approved by in the House of Commons on 27th March, does not, according to Mr Chamberlain, contain any grounds against international intervention in Egypt. Possibly this may furnish the means for a final settlement of this sudden rupture of relations. The Great Powers being the intermediaries. It is, we believe, unnecessary to conclude that Russia is either acting with a view to favour France, or at the instigation of the great wire-pulling German Chancellor. The hands of the Cabinet have certainly been freed by the close of the Franco-Chinese embroilment, but it is hardly conceivable that the French people have any desire to plunge into a fresh war without counting the cost. France will, of course, have to deal with Turkey; the more especially as the Convention, which was signed by the Powers on the 17th March, provides for the prolonged occupation of Egypt by the British forces. France was, of course, a party to this Convention; and it is to be noted that an international Conference on the Suez Canal question was opened at Paris on the 30th ultimo. France would seem, therefore, to have placed herself in a somewhat false position.

We have received from the Imperial Federation League, a copy of the printed 'Report of the adjoined conference and of the first meeting of the League,' held on November 18th, 1884, and also a copy of the Right Hon. W. E. Foster's article on the Imperial Federation, reprinted from the Feb. March number of the *Nineteenth Century*. As the objects of the League are, perhaps, not so well known to people in

Hongkong as they might be, owing to the aloofness of the local committee who have undertaken the formation of a branch here, we now reproduce the principal resolutions which have been passed by the Provisional Committee (of which Mr Foster is Chairman):—

1. That a Society be now formed, to be called 'THE IMPERIAL FEDERATION LEAGUE.'
2. That the object of the League be to secure by Federation the permanent unity of the Empire.
3. That no scheme of Federation should interfere with the existing rights of Local Parliaments as regards local affairs.
4. That any scheme of Imperial Federation should combine on an equitable basis the resources of the Empire for the maintenance of common interests, and adequately provide for an organized defence of common rights.
5. That the League use every constitutional means to bring about the object for which it is formed, and invite the support of men of all political parties.
6. That the Membership of the League be open to any British subject who accepts the principles of the League, and pays a yearly registration fee of one shilling.
7. That donations and subscriptions be invited for providing means for conducting the business of the League.
8. That British subjects throughout the Empire be invited to become members, and to form and organize Branches of the League.

The means suggested by the Provisional Committee for bringing about the objects of the League are thus set out in the Report just mentioned:—

- a Publications, Lectures, and Meetings; b The collection and dissemination of statistics and information bearing upon the objects of the League; c The interchange of views between friends of Federation in the United Kingdom and the Colonies; d Providing, in a really available form, information relating to the common interests of the Empire, and tending to further the objects of the League.

The two pamphlets before us are evidently the first step which the League has taken in the way of disseminating its objects by means of publications. The first contains speeches by Mr Foster, the Earl of Rosbery, the Marquis of Normandy and others, all strongly advocating the necessity for, and the advantages of, imperial federation. In the second Mr Foster discusses the need for imperial federation temporarily met by convincing force. He admits that at present Great Britain and her colonies are one commonwealth, but he is afraid that 'in giving self government to our colonies we have introduced a principle which must eventually shake off from Great Britain' Greater Britain, and divide it into separate States.' Whether his fear would ever be realized, or not, is, of course, problematical, but still the danger he has pointed out clearly exists, and it is well, therefore, to effect 'such a union of the mother-country with her colonies as will keep the realm one State in relation to other States.' As it seems to us, the movement, which has had a most auspicious beginning, ought to receive our unqualified support, small though it may be. That the community has not already shown its approval of the idea, is, we think, wholly due to the lack of energy shown by the local committee, who are apparently afflicted with the inertia which is found in such abundance in most Government Departments.

SALE OF THE WRECK OF THE 'CASTELLO.'

The wreck of the steamer *Castello*, now lying on Flat Island, near the Ly-be-moon Pass, was sold by Mr E. Jones Hughes, by auction, at noon to-day, for \$1,330, to Mr Ng Mun Kwan. There was a large attendance of Chinese, and a keen competition took place between them. The first bid given was \$100, and the bids were raised by \$100 till \$800 was reached, when the figure was raised by \$50 and \$10 until the sum at which the wreck was knocked down was gained.

THE PROPOSED EXTRA TAX ON TEA-GROWERS.

Some weeks ago was published in the *China Mail* a translation of a proposal made by the Board of Revenue to levy a tax on tea at the seat of production. The Court directed that it should be tried and reported on by the authorities in all the provinces. The head loka office of Hupel has now moved the high officers of that province to represent to the throne that, in the present depressed condition of the trade, such a tax would do far more harm than could be compensated for by the funds so raised for military purposes.

The *Shin Pao* of the 10th of April contains a very sensible leading article on the above protest, which may be briefly summarised as follows:—While admitting the excellent intention of the Board, the writer denies that any real benefit would accrue from the tax. The China tea-market has of late been much depressed—a depression which each year intensifies. Silk and tea used to be the chief exports of China, and their value far exceeded that of imported opium. Now no profit can be got from silk, and tea has decreased in amount by several hundred thousand chests. This is due to the foreign merchants refusing to pay the price demanded. At the beginning of a season telegrams announce that the foreign market must have no much and that prices will be high. At once the tea-hunters hurry to the hills and engage to take so much of a rising price. But before it reaches the port, perhaps, the market is reported to have fallen. The tea-hunters have to sell at a loss to the foreigners, or, if they ship on their own account, lose still more heavily. If this extra tax is imposed, the purchases of tea will be still more checked. What is the good of expatriating the traders and ruining the trade?

It is a clever device to give foreigners no

chance of protesting by levying the tax from the growers. But the Board does not see that the present stagnation of trade is caused by the foreign merchants refusing to take delivery of tea, or, because of the adulteration of China tea, or the high price asked for inferior grades, cutting down the price in every way, whereby many tea-hunters have been ruined. This 'cutting' is not solely due to their desire to lower the price of China tea, but also to the competition of Indian and Japanese teas, which diminish the importance of China tea in the market. Meanwhile Chinese dealers, from shortsighted avarice, give additional justification for the complaints of foreigners by adulteration, and the growers have not yet devoted attention to improving the plants and the mode of firing and preparation, but simply try to get an unreasonably high price. We have repeatedly urged those concerned in the trade to endeavour by honest industry to improve it as the only hope for the future. Unless this be done, we fear that not only will all China's profit from foreign trade be extinguished but even a direct drain on her resources may ensue. For the question of tea export is of serious consequence to the State. To neglect to improve the preparation and merely levy extra taxes will kill the China tea trade. We hope that all the other provinces will follow the example of Hupel.

Yours truly,
JNO. J. FRANCIS.

(Enclosure.)

MR ACKROYD'S APPOINTMENT.
To the Editor of the 'CHINA MAIL.'

Sir,—You did me the honour of publishing a letter I addressed on the 5th March last to His Excellency the Governor on the subject of Mr Ackroyd's appointment as Police Judge.

Will you oblige me by printing, in your issue of to-night, His Excellency's reply just received. It is only fair that the public should know, at the earliest possible moment, that the opinions I then ventured to express have not met with the approval of the Secretary of State for the Colonies to whose judgment I had appealed.

Yours truly,
W. H. MARSH,
Colonial Secretary.

J. J. FRANCIS, Esq., Barrister-at-Law, &c., &c.

Police Intelligence.
(Before H. K. Woodhouse, Esq.)

Saturday, April 23.

THE-PA GAMBLING.
Chow Gam, a shopkeeper, living at No. 27 Garden Lane, was convicted of keeping an agency for the sale of tea for lottery tickets on the 17th inst. A previous conviction for a similar offence was proved and defendant was fined \$25, or fourteen days' imprisonment.

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An old offender, with four previous convictions recorded against him, was sentenced to six months' imprisonment with hard labour for stealing a brass pipe from a house in Third Street.

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(From a Correspondent.)

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chance of protesting by levying the tax from the growers. But the Board does not see that the present stagnation of trade is caused by the foreign merchants refusing to take delivery of tea, or, because of the adulteration of China tea, or the high price asked for inferior grades, cutting down the price in every way, whereby many tea-hunters have been ruined. This 'cutting' is not solely due to their desire to lower the price of China tea, but also to the competition of Indian and Japanese teas, which diminish the importance of China tea in the market. Meanwhile Chinese dealers, from shortsighted avarice, give additional justification for the complaints of foreigners by adulteration, and the growers have not yet devoted attention to improving the plants and the mode of firing and preparation, but simply try to get an unreasonably high price. We have repeatedly urged those concerned in the trade to endeavour by honest industry to improve it as the only hope for the future. Unless this be done, we fear that not only will all China's profit from foreign trade be extinguished but even a direct drain on her resources may ensue. For the question of tea export is of serious consequence to the State. To neglect to improve the preparation and merely levy extra taxes will kill the China tea trade. We hope that all the other provinces will follow the example of Hupel.

Yours truly,
JNO. J. FRANCIS.

(Enclosure.)

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To the Editor of the 'CHINA MAIL.'

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Yours truly,
W. H. MARSH,
Colonial Secretary.

J. J. FRANCIS, Esq., Barrister-at-Law, &c., &c.

Police Intelligence.
(Before H. K. Woodhouse, Esq.)

Saturday, April 23.

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HARBOUR MASTER'S REPORT

FOR 1884.

The following is the report of Captain E. G. Thomsett, R.N., Harbour Master, for 1884:—

HARBOUR DEPARTMENT.
HONGKONG, 21st January, 1885.
 Sir,—I have the honour to forward the Annual Returns of this Department for the year ending the 31st December, 1884.

SHIPPING.—2. These tables show a falling off in the whole trade of the Colony of 854 vessels and 134,430 tons.

3. The following table of arrivals will show at a glance where the falling off lies.

Year.	Vessels.	Tons.	Ships.	Tons.	2 1/2	Tons.
1883.	21,242	1,551,200	3,812	2,115,500	597	134,200
1884.	20,373	1,461,200	3,670	2,059,200	514	120,400
Increase.	869	90,000	142	60,300	83	13,800
Decrease.	788	165,000	20	71	14,400	

4. European sailing trade shows a continued decrease; but the trade in steamships has increased by 43,606 tons, although the number of vessels is 30 less than in 1883. The most serious falling off is due to the trade in Junk. This trade in the years 1880 and 1881 was steady, it had a sudden increase in 1882 and a slight increase in 1883. The trade is now about what it was in 1880 and 1881.

5. The trade to Great Britain shows an increase both by British and Foreign ships. The British trade has increased in the number of vessels, but a falling off in ships under Foreign flags. The most serious decrease is, as before stated, due to the depression of the Junk trade. For, although there is an increase of 52,559 tons to the Coast of China and Formosa in British bottoms, there is a falling off of 214,137 tons in vessels carrying Foreign flags. The depression in the Junk trade is probably due to the difficulties existing between France and China. There is also a decrease of trade in British and Foreign bottoms amounting to 45,940 tons with Cutchin-China, but a slight increase in British vessels with the Ports in Hainan and Gulf of Tonquin.

6. There is an increase of vessels under the British, German, and United States flags. The latter is due to a local American firm purchasing a number of European built vessels from a Chinese Company. There is consequently a falling off of this class of vessel under the Chinese flag, in fact, although the return shows the arrival of 33 vessels during the year, the Chinese flag before the end of the year ceased to be seen in these waters.

7. EMIGRATION.—6,101 fewer emigrants left here in 1884 than in the previous year, the requirements of the Straits Settlements and Malay States not being so great as in 1883.

REGISTRY OF SHIPPING.—8. Thirteen vessels were registered, and seven vessels withdrawn from the Registry of this Port during the year.

MASTERS' EXAMINATIONS. 9. Seventy-eight cases were tried during the year; refusal of duty, assault, and drunkenness on board ship being the chief offences.

EXAMINATIONS FOR THE PORTS OF MASTERS, MATEES AND ENGINEERS. 10. Section 10, of Ordinance No. 1870.—10. The following list will show the number of Candidates who passed, and of those who failed in obtaining Certificates of Competency.

	Passed.	Failed.
Masters.	21	2
First Mates.	10	2
Second Mates.	10	1
Boatmen.	50	5
First Class Engineers.	19	3
Second Class Engineers.	12	3
Boatmen.	42	5

11. An Order in Council issued under the provisions of 33 and 33 Viet. Chap. 62, Section 10, came into force in this Colony on the 1st January 1884, making Certificates of Competency issued here equal to those issued in Great Britain, and the Colonies coming within the provisions of the same Imperial Act.

MARINE COURTS, UNDER SECTION 13 OF 1879.—12. The following Courts have been held during the year:—

1. On the 19th March, 1884,—Inquiry as to the explosion of the starboard boiler and the hull of the British Steamship "Yat-Sai," Official No. 73,430 of Hongkong, while on a voyage from Hongkong to Macao, on the 24th February, 1884. The Master (John Parkinson) was returned to Court of Competency and returned to him.

2. On the 16th July, 1884,—Inquiry as to the loss of the British Steamship "Marborough," Official No. 76,995 of Singapore, on a reef off Hainan Head (North extreme of the Island of Hainan) on the 12th June 1884. The Master (Max. Knuth) Certificate of Competency was suspended for one year. Mr. Knuth being disqualified with the result of the inquiry, the case was re-heard on the 27th August, and the Court disallowed the suspension of Certificate from twelve months to one of six months from the date of the last enquiry.

SEAMEN.—13. 9,263 Seamen of all Nations were shipped, and 10,433 were discharged in the year 1884. The excess of men discharged over men shipped is caused by some of the former being sent to England and Australia as distressed seamen, and others leaving the Colony without notifying their departure.

MURDER OF A JAPANESE DIPLOMATIST.

A sad event occurred on the 15th inst. in a hotel at Rotterdam, where the Japanese Chargé d'Affaires, Mr. Sakurada, was shot by a young lad with whom he had been in intimate connection for some time, but who he wished to dismiss.

It appears that whilst Mr. Sakurada was residing in Brussels he had made the acquaintance of a young Belgian woman, named Jeanne Marie Lottie, living in the suburb of Molenbeek St. Jean. On his removal to the Hague last December she followed him thither, apparently in the expectation of marriage. Her hopes were, however, destined to disappointment, as she learned that Mr. Sakurada was about to marry a wife in Japan. On the 13th inst., after a violent struggle between Mr. Lottie and Mr. Sakurada, the latter left her, and went to Gouda. Thither the succeeding day the lady followed him, and ultimately they proceeded together to Rotterdam, alighting at the Hotel de Hollande. There a fresh quarrel took place on Sunday morning (10th inst.), in the course of which the lady drew a revolver from her pocket and fired at her paramour. The ball penetrated the right temple of Mr. Sakurada, and though

he was at once conveyed to the Rotterdam Hospital, he expired half-past ten the same evening. Mr. Lottie, after shooting Mr. Sakurada, attempted to commit suicide by cutting open the veins of her wrists with a dagger, but the wounds she inflicted on herself are not dangerous.

The murders, who is only twenty-one years of age, has been placed under arrest, and will be tried at The Hague. The body of Mr. Sakurada has been conveyed to the Hague, where it will be buried.

Mr. Sakurada was aged forty-nine years, and held different appointments in, and under, the Japanese Foreign Office since it was founded on its present basis in 1868. He came from Utsunomiya, which was formerly the seat of Government of the Dai-mio of Iyo, whose dominions were close to those of the powerful Tokugawa. He was one of the favourite of the Dai-mio (who at the present time is Count Daito), and his family was of high rank, and were qualified to become Dai-mios themselves. Mr. Sakurada's last post was that of Chargé d'Affaires to the Hague, to which he was appointed on Mr. Nagoka returning to Japan. Mr. Ohayama, recently Japanese Chargé d'Affaires in London, has proceeded to the Hague, to carry on the business in the interim, as the only one qualified for the post.

—L. and C. Express.

NEW JAPANESE CRUISER.

The firm of Sir W. G. Armstrong, Mitchell and Co., launched from their ship-building yard at Low Walker, on the Tyne, on the 18th inst., a cruiser for the Japanese Government. She is the largest of the class that will be built, and will be a powerful addition to the navy of Japan, and one of the fastest going ships in the world, as her speed is to be 18 knots per hour. When complete she will have on board eight Krupp guns of the new type. She is a kind of warship, *Emu-dai*, concerning which so much was said at the time of her launch. The new vessel is named the *Naniwa Kuro*, and has been constructed under the superintendence of Mr. S. Hiji, of the Japanese Imperial Navy. Several Japanese gentlemen connected with the Legation and Consulate in this country were present at the launch. Another vessel to be called the *Tachikio Kuro*, by the same firm for the Japanese Government, is also rapidly approaching completion, and will be launched about the first week in May. Another cruiser is also being constructed in France.—L. and C. Express.

A SKILFUL SURGICAL OPERATION.

The American Ambassador at Vienna, Mr. Kasson, has lately forwarded to his Government an interesting account of a remarkable surgical operation lately performed by Professor Billroth, of Vienna, which, wonderful to tell, consisted in the removal of a portion of the human stomach, involving nearly one-third of the organ, and, strange to say, the patient recovered—the only successful operation of the kind ever performed. The disease for which this operation was performed was cancer of the stomach, and the patient was suffering from the disease in its advanced stage. The operation was performed by Professor Billroth, of Vienna, who is a distinguished surgeon, and the patient recovered. The operation was performed by Professor Billroth, of Vienna, who is a distinguished surgeon, and the patient recovered.

After a time the patient sits up, and is able to walk, and is able to eat and drink, and is able to work. The patient is now well, and is able to work. The patient is now well, and is able to work.

Money Orders.

1.—Money Orders can be obtained at Hongkong and Shanghai on the following countries:—

* Azores Is. * Madeira. * Belgium. * Mauritius. * Bermuda. * Natal. * Cape Colony. * New South Wales. * Ceylon. * Norway. * (Constantinople). * Port Darwin. * Cyprus. * Portugal. * Denmark. * Queensland. * Egypt. * Heligoland. * Falkland Is. * Sierra Leone. * Germany. * South Australia. * (Gibraltar). * Straits Settlements. * Gold Coast. * Sweden. * Holland. * United Kingdom. * Iceland. * Victoria. * Italy. * Western Australia. * Japan. * West Indies (British, Danish, and Dutch). * 2.—Orders on the Countries marked * are forwarded through the London Post Office, and are paid less a small discount of about 2d. in the £1, for which the remitter should allow. All such orders must be expressed in British currency.

3.—The Hongkong Post Office also issues orders on Shanghai, and vice versa.

4.—The commission charged is as follows (according to the currency the Order is drawn in):

Up to £ 2, or \$10, or R 20.....0.20 cents.

" £ 5, or \$25, or R 50.....0.40 "

" £ 10, or \$50, or R 100.....0.60 "

" £ 20, or \$100, or R 200.....1.00 "

" £ 50, or \$250, or R 500.....1.50 "

" £ 100, or \$500, or R 1000.....2.00 "

" £ 200, or \$1000, or R 2000.....2.50 "

" £ 500, or \$2500, or R 5000.....3.00 "

" £ 1000, or \$5000, or R 10000.....3.50 "

" £ 2000, or \$10000, or R 20000.....4.00 "

" £ 5000, or \$25000, or R 50000.....4.50 "

" £ 10000, or \$50000, or R 100000.....5.00 "

" £ 20000, or \$100000, or R 200000.....5.50 "

" £ 50000, or \$250000, or R 500000.....6.00 "

" £ 100000, or \$500000, or R 1000000.....6.50 "

" £ 200000, or \$1000000, or R 2000000.....7.00 "

" £ 500000, or \$2500000, or R 5000000.....7.50 "

" £ 1000000, or \$5000000, or R 10000000.....8.00 "

" £ 2000000, or \$10000000, or R 20000000.....8.50 "

" £ 5000000, or \$25000000, or R 50000000.....9.00 "

" £ 10000000, or \$50000000, or R 100000000.....9.50 "

" £ 20000000, or \$100000000, or R 200000000.....10.00 "

" £ 50000000, or \$250000000, or R 500000000.....10.50 "

" £ 100000000, or \$500000000, or R 1000000000.....11.00 "

that I am a different being altogether. It is a boon and a blessing to men, and I have no reason to doubt the truthfulness of the statement. I can truly say, however, that Seigl's Syrup has come as a boon and a blessing to me. I have recommended it to several fellow-sufferers from this distressing complaint, and their testimony is quite in accordance with my own. Gratitude for the benefit I have derived from the excellent preparation prompts me to furnish you with this unsolicited testimony.

I am, dear Sir,
 Yours ever gratefully,
 (Signed) Percy B. Berry,
 A. J. White, Esq. Baptist Missionary, Honsingham, Whitehaven, Oct. 16, 1882.

A. J. White, Esq. Baptist Missionary, Honsingham, Whitehaven, Oct. 16, 1882. I was for some time afflicted with piles and was advised to give Mother Seigl's Syrup a trial, which I did. I am now happy to state that it has restored me to complete health.—I remain, yours respectfully,
 (Signed) John H. Lightfoot

Government Notification.

No. 50.

HARBOUR DEPARTMENT.

The following Rules regarding signalling at the Peak are published for general information.

By Command,
 FREDERICK STEWART,
 Acting Colonial Secretary,
 Colonial Secretary's Office,
 Hongkong, 17th February, 1885.

SIGNAL STATION, VICTORIA PEAK, HONGKONG.

1823 Feet above Sea Level.

1. The Union Jack will be hoisted at the Mast Head when any vessel is being signalled.

2. The Commercial Code of Signals for all Nations will be used at the Station.

3. All Signals made by vessels in the Offing will be repeated.

4. When Signalling in Man-of-War in the Harbour or in the Offing, a White Ensign will be hoisted at the Mast Head.

5. If a Steamer or the smoke of a Steamer, is sighted, the Compass Bearing at the Yard Arm, and Distance off at the Mast Head, will be hoisted.

6. If the Steamer is a regular Mail Steamer, a Gun will be fired, and a Ball over the Mast Head.

7. If a Steamer is a regular Mail Steamer, a Gun will be fired, and a Ball over the Mast Head.

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59. If a Steamer is a regular Mail Steamer, a Gun will be fired, and a Ball over the Mast Head.

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88. If a Steamer is a regular Mail Steamer, a